

**From:** [John Garnham](#)  
**To:** [Ana Maria Maxey](#)  
**Subject:** FW: ASU Oil Leak - FW: BT Warranty - 4/1/2019 - OHY  
**Date:** Thursday, August 22, 2019 7:10:50 AM

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**From:** Frank Kiraly <fkiraly@bart.gov>  
**Sent:** Tuesday, April 02, 2019 9:50 AM  
**To:** Pierre Alexandre Beaumont <pierre\_alexandre.beaumont@rail.bombardier.com>; Jean Boucher <jean.boucher@rail.bombardier.com>  
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**Subject:** ASU Oil Leak - FW: BT Warranty - 4/1/2019 - OHY

Pierre and Jean

As reported by Alexandre, the ASU on car 4030 had no oil in the tube and oil residue everywhere around the compressor. As BART has been asking where is the oil dispensing. As you already know, the RCA analysis of several leveling valves noted oil/residue within the body of the leveling valve was the reasons for the failure. This indicates that the oil is within the pneumatic lines and potentially contaminating couplers, intercar barriers, air reservoirs and lines. This could be a effort to clean the pneumatic lines throughout the vehicle.

How or what is Bombardier's plan to prevent the oil from entering the vehicle pneumatic system and to purge/clean the oil out of the pneumatic system?

Frank

**From:** Alexandre Barron <[berounes@gmail.com](mailto:berounes@gmail.com)>  
**Sent:** Monday, April 01, 2019 6:56 PM  
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**Subject:** BT Warranty - 4/1/2019 - OHY

Hi all,

**C: 4030 WO#:14923714**

**Issue:**

DCP software update to 5.5.0.260

**Action:**

Supervised TVET with installation.

**Note:**

NA

**Time:**

0.75 hours

**Logs:**

NA

**C: 4030 WO#:14852231**

**Issue:**

HVAC software update to 2.6.0.0

**Action:**

Supervised TVET with installation.

**Note:**

NA

**Time:**

0.5 hours

**Logs:**

NA

**C: 4030 WO#:14939729**

**Issue:**

Air supply faulty

**Action:**

The ASU was slowing down but going to full speed every time the water exhaust would active. Compressor timed out and generated fault. No unusual noise coming from the ASU. Inspected ASU to find no oil in sight glass, oil all over the underframe of unit, radiator, motor, air compressor, all along the intake line. The connectors in the back were wet of oil and the water exhaust ports were dripping oil. There is also a lot dirt and oil mix under the battery box. Inspected the relieve valve on the air compressor. It was a little bit dirty but not wet. It was tight at the base, but I was able to do about a 16th of a turn with a 10" crescent wrench without excessive force. However, I was able to loosen the tip of the valve by hand which I need to verify if this normal. It looks like a special knurled screw with a smaller hole centered with the axis. I didn't remove it, I only verified if every thing was tight.

**Note:**

NA

**Time:**

0.75 hours

**Logs:**

NA

**C: 3025 WO#:14931945**

**Issue:**

Automatic mode unavailable

**Action:**

Downloaded RTDM and gatherlogs for further investigation.

**Note:**

NA

**Time:**

0.5 hours

**Logs:**

<https://drive.google.com/open?id=1rIVIT62vTdG7LDvbi0ACTH8d0UGyd1Ya>

Thank you

Alexandre Barron